

twenty quarters of beef per day to run the factory, or 12,000 lbs. per week. The manufacture of cans consumes about 25 boxes of tin per week, and is done on the premises. Two hundred sheep were purchased by Mr. Bell last week. The goods are all intended for export, and Mr. Bell's wares have had a satisfactory name as to quality.

The Collector of Inland Revenue in Halifax, Mr. Angus McLeod, appears to have been defrauding the Government, and falsifying documents to "cover his tracks." He has been committed for trial at the Supreme Court, but \$10,000 bail has been accepted.

The announcement that Messrs. Eby, Blain & Co., wholesale grocers on Front Street, will remove three doors east and occupy the premises vacated by Messrs. W. Ramsay & Co., will occasion congratulation to an enterprising firm. The additional connection which they acquire by purchase of the stock must naturally increase the business of an already rising concern, while it does not increase, but lessens the number of grocery warehouses in this city. The step will, further, accommodate the requirements of their growing trade; for the warehouse which they are now to occupy is well adapted, in size and completeness, for an extended business.

Mr. Isaac Laidley had been in the dry goods business in Toronto since 1871, about which time he and one Woodhouse bought the business of Mr. Robinson, for whom they were both clerks. Each invested \$600 and they dissolved the following year. Laidley was very energetic and supposed to be doing well; indeed he claimed at one time, it is said, to be worth \$7,000. At the instance of Messrs. Hughes Bros. he was a few days ago arrested for obtaining goods under false pretences, but as the matter is still before the Court we defer comment. He is at present on bail. The liabilities are \$26,000 and assets about \$16,000. Laidley has been slow pay for some time, but it was not generally supposed that his affairs were in their present condition. Nor that he would increase his liabilities just a few days before his failure.

For some years, a railway tunnel under the English river Severn has been under construction, and it is now announced that the laborers starting from either end met, on October 10th, and joined the two paths of communication from the English and Welsh sides. In spite of former fears of fissure or other leaks it now appears that nothing is likely to prevent the completion of this important work by enlarging the passage, walling it in, and laying rails. Travel between Wales and the West of England will be revolutionized by this tunnel. For example, the towns of Bristol and Newport, are less than 20 miles apart as the crow flies, but were separated by nearly 80 miles of railroad. The now line will cut off three-quarters of this distance, and enable railway passengers and merchandise to go in a quarter of the time, and at, no doubt, reduced expense Bath, Exeter, and in all the towns in Somerset, Devon, and Cornwall and the whole of South Wales will feel the benefit of the resulting rapid and cheap communication.

AMALGAMATION.—At the last annual meeting of the Dominion Fire Insurance Co. a good deal of dissatisfaction existed, it will be remembered, and an effort was made by a small number of shareholders to have the company wound up, but they were defeated. Strenuous efforts were then put forth by the parties especially interested in the company to make it a success. But it was afterward ascertained that this discussion, above described, together with the numerous fires which have occurred, tended to weaken the company in the public esteem. The result has been that it was obliged to either accept a poor class of risks, or when better ones were obtained, it was compelled to accept them at rates entirely inadequate. Under these circumstances, it has been thought to be in the interest of all parties that the company should re-insure its risks. For some time past negotiations, with the Fire Insurance Association of London to that end and it is expected that these will be terminated satisfactorily in a few days.

It is not given to many men to be able to retire from business upon a handsome competency while yet some years upon the sunny side of the half century. Yet this good fortune is that of Mr. Wm. Ramsay and of his partner, Mr. R. K. Burgess, of this city, who have composed the wholesale grocery firm of Wm. Ramsay & Co., for a number of years past. The firm disposes of its stock and handsome premises as elsewhere described, and Mr. Ramsay will remove to offices near at hand. It will be conceded that both gentlemen deserve their success and have worked hard for it. Mr. Ramsay went into shop-keeping north of Toronto while a mere youth, and was in business on his own account, we are told, before he was yet of age. From small beginnings in 1858, the business grew step by step. The principal was vigilant and prudent; having had some severe lessons early in his life, he learned that the best mode of accumulating capital was to avoid undue risks and to be devoted to business. Having now relinquished wholesale trade, he will have more leisure for railway and other large, but perhaps less exacting interests. Some fourteen years ago, Mr. Burgess joined the firm, and has ever since been known as a diligent, methodical and clear-headed man of affairs. His success is deserved, and the recreation he may now allow himself will be well earned.

THE annual meeting of the Credit Valley Railway was held here yesterday, when the following gentlemen were elected Directors for the ensuing year:—Messrs. G. Laidlaw, E. B. Osler, J. Burns, Wm. Arthurs, J. L. Morrison, R. Hay, M.P.; P. D. Conger, W. J. Baines, and Charles D. Rose. The meeting then adjourned till the first Tuesday in January for the purpose of receiving the reports of the Directors, of the Engineer, and of the Auditors. At a subsequent meeting of the Board, Mr. G. Laidlaw was re-elected President, and Mr. E. B. Osler, Vice-President.

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GGG	BBB	SSS	MM	MM	II	TT	TH	F



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